German Art.

An article in the London Saturday Review in commenting upon the late International Exhibition at Munich, speaks as follows about the condition of art in Germany: -

The Munich school may be likened to the Roman school of the middle ages; it has passed through successive stages; it has drawn the best talent to itself: Fra Angelico, Perugino, Michael Augelo, and Raffaele, all painted by turns within the Vatican. And so, in Munich, churches and palaces have been decorated by Hess and Schraudolf, the modern representatives of the old spiritual school, and by Cornelius, the avowed disciple of Michael Augelo. Then followed Director Kaulbach, in a style com-pounded of Raffaelle and Giulio Romano, till at last we come to Professor Piloty, who seems to have borrowed historic dignity and dramatic force from Delaroche, light and shade from Correggio and Rembrandt, and Illusive realism from

the Dutch masters.

Few schools within the period of two generations can boast of talents so distinguished, and the varied phases assumed are to a great extent ilustrated in the several galleries assigned to Munich. Yet there is a singular paucity of re-ligious works, of which, indeed, the late King Ludwig gave his subjects a surfeit. It is evident that Overbeck, Hess, and Schraudolf have had their day, and that young men of promise now pledge their fortunes to the opposing realistic and naturalistic party. Munich is passing rapidly from high art into genre, and accordingly the son of Professor Schraudolf, instead of dedi-cating himself to Annunclations and Nativities, exhibits "A Girl Playing the Plano." Overbeck does not sustain a failing cause by a single picture. Thus the credit of the great revival of Christian art extolled by Niebuhr, Bunsen, and Frederick Schlegel has to be upheld by half-dozen works, such as "A Holy Family," Professor Ittenbach, one four painters of the frescoes in the chapel of Remagen; "Christ and his Apostles," by the well-known Professor Steinle, of Frankfort, "Esther and Ahasuerus," a poor production, by Professor Schraudolf, of Munich; and "The Meeting of Jacob and Rachel," already exhibited in Paris without reward by Herr Furich, of Vienna. These works do not commend themselves to the English eye. in England care little for their merits, and their defects are peculiarly obnoxious to our tastes. This German school shuns picturesque treatment, striking effect of light and shade, pleasing harmony of color, and it seeks recompense in noble motive, symmetric composition, generic forms, and passionless placidity. Such a style is certainly not in keeping with the age, and its ill estate within the exhibition does not occasion, even to the German mind, much But the Germans must have high art of some

sort; if they cannot always produce pictures great in thought, they may at any rate cover canvasers big in size. It must be confessed that the nation has great power in the way of large cartoons. German artists have giant ideas, which they express forcibly in form and in light and shade; they are masterly draughtsmen. It is true they cannot paint, chiefly because disagreeable coloring is part of their principles. The cartoons of Cornelius-those, for example, possessed by Berlin-are not surpassed in the whole range of art ancient or modern, save by Raffaelle's design in the Ambrosian Library, Milan. We had, therefore, hoped to an-counter works in the exhibition worthy nation of fresco-painters, but we were disappointed. Strange to say, we search in vain for followers of Cornelius. This master of design, like his great original, Michael Angelo, is apparently doomed to stand alone; no pupils venture to tread in his high and perilous path. Perhaps a genius wild and daring as Fuseli might have scaled with Cornelius the sky, or brought down fire from heaven; but no such adventurous spirit now lives in Germany. Even Director Kaulbach who by common consent is one of the greatest of living artists, seems, now that he rests from his arduous efforts in Berlin, to be somewhat less than himself. His influence is scarcely more felt within the exhibition than that of Cornelius, yet he gives proof of his unrivalled power of creation in the large yet pretentious cartoon, artificial; the forms and lines the extravagance of the florid Renais-The artist has usually lacked simplicity, repose, and severity, and it is a misfortune that mature years do not mitigate excess of youthful ardor. Some of the romantic com-positions with which this distinguished painter has of late amused kimself-such as the cartoons now before us in illustration of "Romeo and Juliet," the "Lohengrin," the "Nibelangen, and "Tannhauser"—have assuredly not the merit of quietude or retiring modesty. sor Kaulbach's romance is not equal to his fun and satire. We prefer one plate in Reinecke Fuchs to whole volumes done by academic rule for the illustration of Gethe and Shakespeare. for the interaction of General and Shakespeare.

Paris the artist gained a grand prize by his cartoon the "Age of the Reformation," that crowning honor has, by a not very reasonable regulation, rendered him ineligible to further reward in Munich: hence the largest, if not the best work in the Exhibition—this cartoon of 'the Battle of Salamis"-remains without recognition. We may mention, as ludications of na tional works now in progress in Bayaria, four immense historic pictures—the "Marriage of Alexander," by Professor Andreas Muller; "Pericles," by Herr Folsz; "the Court of Frederic II in Palermo," by Professor Ramberg; and the "Coronation of Charles the Great," by Herr Friedrich Kaulbach, the nephew of Doctor William Kaulbach. These four compositions have been executed at the command of the King for been executed at the command of the King for the Galleries in the Maximilianeum, that still unfinished colossus of Munich which crowns the Maximillan Strasse. It would seem as if these German schools had a patent whereby they can roll out history by the piece; if canvas and cash are granted without stint, they will fill time and space with any number of emperors, princes, generals, senators, etc. And what seems remarkable is that these historic panoramas rise one and all to just about the same level of respectable mediocrity. German artists are almost too well educated: if they thought less of the academy they might know more of nature. It was said in 1848 that the revolutions were concocted by professors, and therefore failed: and it is a startling fact that forty professors of art exhibit within these galleries, and whether professors are worth more in art than in politics it were hard to de-cide. Pictures by professors in Munich, like the works of Academicians in London, are often sustained more by prescription and protection than by merit; they are apt to be stately and stolid, lifeless and inane. Thus some of the German schools are in danger of dying of dig-

into which German art had been falling finds means of escape in healthful naturalism and vigorous realism. Two of the foremost painters now left to Europe-Professor Piloty of the school of Munich, to whom a first prize was awarded in the Great Paris Exhibition, and Herr Knaus of the rival school of Dusseldorf, who obtained the still higher distinction of one of the eight grand prizes in the same Exhibition—not to mention men such as Vautier, Salentin, Jor-dan, Karl Becker, Burger, Meyerheim, and others, form a compact and determined body which has already discomfited the camp long held by high art. These names, which indicate almost as many styles as painters, prove that the almost as many styles as palaters, prove that the recent reaction obtains more or less in all the chief cities in Germany. As exceptions, however, Vienna and Carisrabs, still much to their prejudice, abide by the old traditions. The above-named masters, with the exception of Professor Piloty, seldom rise out of genre. Herr Knaus paints with broad fun a rustic merry-making; Herr Vautier, of Dusseldorf, with humor, the village dancing master, Herr Saleutin, also of Dusseldorf, the Convent School; and so with the rest. The Convent School; and so with the rest. The German genre has a nationality of its own; it has seldon the sparkle of Meissonler, the tender-ness of Frere, or the superlative finish of Willems; it is more after the manner of Jan Steen broad and downright. And yet these rustic scenes do not smell of beer or tobacco; in short, they seldom offend against taste. The number

The Exhibition shows that the dead formalism

of artists who can paint fairly well simple domestic incidents has become great, yet, strange to say, not even half-a-dozen of the number are known in England; and London picture-dealers cannot venture on the prices which men like Knaus and Vautier command, because their customers pay rather for a name than for art. The Americans are, if possible, more ignorant than the patrons of our manufacturing districts; thus Yankees are known to enter shops in Munich with unlimited orders for any number of Meissoniers that can be supplied, while they will not venture to touch a pic ture, however prime, by any painter whose name has not been loudly dinned in their ears. It is easy to understand how the high art of Germany has failed to obtain appreciation in England, but that the naturalistic schools, which

have risen in reaction, should suffer from the same prejudice appears unreasonable. The strongest school at this moment in Germany is that of Professor Piloty; its numeric force was first attested in the International Exhibition of Paris, and now again in Munich we meet on all sides with signs of its paramount This artist, great not only in the painting of pictures, but also in his power to call forth talent in others, has ateliers wherein year y year some twenty painters are training under his immediate guidance. The system resembles the Parisian; it recalls, too, the times of old, when in Italy Perugino, Raffaele, and the masters of Venice were surrounded by devoted scholars. It is interesting to learn that the son of Kaulbach is now painting in the studio of Piloty. The master's manner is made unmista-kably manifest in his "Marie Stuart," a work far more subtle and refined than the contributions of M. Galiali to these galleries, and surpassing in technical qualities of light, shade, color, texture, the compositions of the late Ary Scheffer and Delaroche. The first grand Saal sets forth the Munich school in a force and a fulness not seen before. Here are found works more or less characteristic of Max, Wagner, Muller, Makart
—all followers of Piloty, M. Max, already
famous by reason of the "Christian Martyr," again appeals to sympathy and excites sensation by a couple of works—the "Melancholy Nun" and the "Anatomist"-which have won for the young painter a prize. There lies on a stretcher, covered with a white sheet, a young girl, just budded into womanhood, of Cenci-like beauty and moonlight paller; she is dead, yet breath almost speech, lingers about the lips. "The Anatomist" draws aside the sheet, and prepares for dissection. The idea is morbid, not to say revolting, but the spectator is spell-bound by the onsummate art. Herr Muller's "Hamlet" is like Mr. Fechter's, free, easy, snobby; Pro-fessor Wagner's "Frauenraub" is dashing as Mazeppa at Astley's; Herr Makart's "Sketch for the Decoration of a Hall" shows that this school has mastered the conditions of mural painting. Munich is said to contain a thousand artists, and we marked more than seventy pictures in the exhibition as worthy of notice. The artists to whom prizes have been awarded represent styles widely diversified. Thus Herr Franz Adam gains a premium for an pisode in Solferino not unworthy of Horace Vernet; Herr Brant, for picturesque treatment of horses and horsemen: Herr Max, for "The Melancholy Nun;" Herr V. Hagn, for a capital interior with figures, "The Library in the Jesuits' College, Rome;" Herr Seitz, for genre not unworthy of the old Dutch: Herren Lenbach and Fussli, for portraits which have few equals " Europe; Herr Braith, for capital cattle; and Herr Lier, for landscapes at once literal and poetic. Baron Rhomberg exhibits some effective designs; Herr Lindenschmitt some vigorous historic works; and Mr. Folingsby a refined and poetic composition, "The Song is Over."

The Munich school, as manifest in the productions we have named, if varied, is pronounced. The spectator receives the impression that the painters know what they are about; they work with a defined purpose, they are well grounded in the grammar of art. To the ordinary observer the difference between the two leading schools of Germany, the Munich and the Dusseldorf, is not very apparent, yet the mode of treatment is different. The school of Piloty, in particular, is remarkable for its vigor and its realism, for the focussed intensity of its light, for a special quality of grey in half shade from which distinguishable detail looks out, and for a concerted and accumulative effect throughout the picture, so that light and shade are made to enhance the color, and the strongest point of contrast directs the eye to the situation where the action is forced to a climax. Hence it follows that the pictures are constructed as a problem, balanced like an equation, and managed as a drama, in which each circumstance is made to bear upon the plot. The subjects chosen have dignity, the forms are studious of beauty, and yet realism and in-dividualism are sought through truth in portraiture, and even to the texture of a stone and the tissue of a silk. If it be objected that the result is artificial, it may be urged in reply that art must be artificial, because it is something less and yet something more than nature.

John Smith.

BY JOHN D. SHERWOOD.

There is, we think, but little doubt that the Hebrew Samson, the Greek Hercules, the Spanish Cid, the Scandinavian Thor, and the English Arthur of the Round Table were each the John Smith of his nation and time, a multiform unity swinging around the circle of varied labor, hard work, and heroic deeds, accomplished under one name-a family one, possessed at various times by several individuals-the work of all reapers. sewing-machines, cow-milkers, cotton and woollen factories. These national heroes, like the John Smiths, their descendants now; were arrayed, in warm climates, in a fragmentary style of short dress; in the middle regions in a Highland garb, appropriately frilled or furred; and in the north, with a canine material, heroic in quality, and modishly artistical—a

As there is no period of history without its John Smith, so there is no profession that does not enrol, no trade that does not contain, no occupation, from an officeholder's up to that of an honest man's, that does not embrace his name. Everywhere, on the sea and land; between every parallel of latitude, almost between every pair of sheets; at every pole and at every polling-place; on all rivers and in every strait; at every point, and even at Point-no-point; or the top, at the middle and bottom of every hill enterprise, company, board of directors, and job; in all churches, synagogues, mosques, and temples; preaching, singing, and listening; talking all tongues, as well as curing, drying, and eating them; in prisons, police-stations, pulpits, grand jury and other boxes; to-day hung, to-morrow putting on his black cap and sentencing the culprit to the ope's end, and the day following condemning air to a less hempen noose: in the pugliisti ring or ecclesiastical fight; the actor on the stage and at the same time the spectator in the box, looking at himself personating his own character-for every character is his -every where, and in everything, is found this jolly, morose, lazy, active, sleepy, wakeful, fighting, racific, coarse, refined, fat, lean, tall, short, blue-eyed, black-eyed John Smith. In fruth, when we think of him as ubiquitous,

emniscient, and ounipresent, doing all things in all places, carrying on all businesses, living on all the real estate, owning at some time or other all the personal property, pocketing all the greenbacks, whistiling to all the dogs, riding all the horses, looking after all the poodle-dogs, buying shoes and stockings for all the children agreeable and disagreeable, we get into such a world of John Smiths, such a nightmare of Johns. such a macistrom of Smiths, such a gargling, roaring, splitting, spitting, laughing, screeching, thillated, exhibitated carnival and Fourth of July of John Smiths, that we seem to be in a room fixed with mirrors that reflect only John Smiths from all sides; indeed, we almost fancy ourselves a John Smith, our father and mother a John Smith, and allow aunts, consins, uncles, nephews, brothers, and sisters, and even their elergymen, grocers, shoemakers, boot-blacks, to be John Smiths, and that our last note and the mortgage on our house are owned by John Smith.—Atlantic Almanac.

POPULAR SCIENCE.

Lighting Coul Mines.

Bearing in mind the facts of the awful loss of life during the past few years by colliery explosions, Mr. Henry Bessemer, in a letter addressed by him to the Times, has suggested a method of lighting coal mines which appears well worthy of careful attention. Mr. Bessemer has been lately engaged in investigating the action of combustion under high pressures, and the results which he has obtained have led him to consider that lamps in which the combustion goes on under pressure exceeding that of the atmosphere might be advantageously employed for lighting mines. Thus, he states, for instance, that an iron box, having one side fitted with a bull's-eye, or formed of thick plate glass, may be fitted with an ordinary gas-burner, supplied with gas from a gasholder above ground, and that the air to support combustion may be supplied to this box by a suitable pipe at a pressure of, say, one pound per square inch above the pressure of the air in the mine, a small hole being left at the top of the lamp for the escape of the products of combustion. Under such circumstances not only would the light produced by the combustion of the gas be intensified, but the pressure within the lamp being in excess of the surrounding atmosphere, the latter would be prevented from entering, and consequently, even if an explosive mixture existed in the mine, it would be perfectly safe from

ignition. Such is Mr. Bessemer's plan, and an admirably simple plan it is. By the aid of a series of brilliant lights, such as he proposes, the galleries of mines may, as he says, "be lighted like a workshop," and there is really no good reason why this should not be done. The supply of air and gas, under suitable pressure, presents no practical difficulty, and by the aid of suitable reflectors, one powerful lamp, such as described, would be enabled to give a good light for some considerable distance around it. By the aid of easily contrived arrangements, also, some of the lamps might be made to a certain extent portable i required, but in such a case care would of course have to be taken to protect the glasses from accidental fracture. Mr. Bessemer states that he is 'convinced that the thorough lighting of a coalpit, and its ventilation so as to insure health and safety to the miners, are purely a question of £ s. d."- Van Nostrand's Magazine.

Oxygen Liberated by Light. The starting-point of organic constructions

is the chemistry of the leaf, by which carbonie acid is decomposed and oxygen set free. This effect has been supposed to take place only under the influence of light, but the conditions are not so clearly defined as to make further research unnecessary.

M. Bousingalt, of France, has made this subject a matter of investigation, and has lately presented the results of a new series of studies upon it. His question was, Does decomposition of carbonic acid, by leaves, take place in diffused light? If once commenced, does it go on in darkness? His mode of inquiry was based upon the fact that phosphorus does not shine in an atmosphere of carbonic acid, but becomes fluorescent as soon as a little oxygen is mixed with it. Having ascertained that phosphorus is not hurtful to plants when placed near them; he puts leaves of laurel in a vase of carbonic acid, containing also phosphorus, and exposed it to the sun. Oxygen being liberated, the phosphorus becomes fluorescent. When the vase is placed in darkness, the fluorescence ceases, after a varying number of seconds, and lasts the longer the smaller the surface exposed by the phosphorus. This arises from phosphorus requiring a certain time to absorb all the oxygen engendered in the last moments of exposure. With a sufficient surface of phosphorus the fluorescence ceases instantaneously, from which it is inferred that the process of liberating exygen does not go on in the dark, but only when subjected to the motive force of light. Sewing by Springs

The new French sewing machine invented by the Misses Garcia and M. Adam is driven by a series of six springs, each of which is doubled, in order to prevent a forced stoppage in case of accident. The springs are contained in barrels, disposed in pairs on three horizontal shafts, placed in the case which serves as a table to the machine. The first barrel works into the mechanism by which the springs are wound up, and forms the stop-work of the whole series of springs: the spring which it encloses is fixed to it by its external extremity, while the inside end gives the impulsion to the shaft on which this first barrel is mounted. The impulsion given by the first spring is communicated to the whole six by a series of tooth-wheels. The machine, thus wound up and set a-going, takes about an hour to run out, making from four hundred to six hundred stitches per minute, being the

usual rate of speed maintained by a skilled workwoman. The springs once run out, can be wound up again in the short space of one minute and a half, so that the loss of time in this operation is scarcely perceptible. The fly-wheel, which regulates the speed of the machine, is of great strength, and easily worked even by unskilled hands. Altogether, the machine is very interesting and ingenious. We only hope that the curtailment of labor which it promises will prove to be a reality.

Speed and Power of Locomotives. The speed of an engine depends on the rapidity with which its boiler can generate steam. One cylinder full is required for each stroke of each piston. Each double stroke corresponds to one revolution of the driving wheels, and to the propulsion of the engine through a space equal to their circumference. Wheels seven feet in diameter pass over twenty-two feet in each complete revolution. To produce a speed seventy-five miles an hour they must revolve exactly five times in a second; and to effect this revolution, each piston must make double that number of strokes in that time, and consume ten cylinderfuls of steam. power of an engine in drawing loads depends on the pressure of the steam, which is usually about 120 pounds on the square inch. It is also limited by the adhesion between the track and the driving wheels, which is proportional to the weight pressing on the latter: so that instead of the weight being an obstacle, it is one of the principal elements of power. The tractive power of an engine of 40 tons, with 32 resting on the drivers, would

be about 4 tons. Improvement of Species. Mr. Darwin tells us that, in the world of life, there is a perpetual struggle for existence. Such are the rates of multiplication that, if any one species could go on propagating without hindrance, it would soon root out all others; mackerel would fill the ocean, and oaks cover the continents. But, in the battle of races, the weakest, or those least adapted to the circumstances, are ousted by the stronger and better adapted, and there thus goes on a perpetual weeding out of the less perfect, and the course of life becomes an improvement and a progress.

RAILROAD LINES.

PHILADELPHIA, WILMINGTON, AND BALTI-MORE RAILROAD. TIME TABLE. Trains will leave Depot corner Broad street and Washingon avenue as follows:—
Way Mail Train at 8:30 A. M. (Sunday excepted). ton avenue as follows:—

Way Mail Train at 8:30 A. M. (Sunday excepted), for Baltmore, stopping at all regular stations. Connecting with Delaware Railroad at Wilmington for Crisneid and intermediate stations.

Express Train at 42 M. (Sundays excepted), for Baltimore and Washington, stopping at Wilmington, Perryville, and Havre-de-Grace. Connects at Wilmington with train for New Castle.

Express Train at 4:00 P. M. (Sundays excepted), for Isaltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newport, Stanton, Newark, Elkton, North-East, Charlestown, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Edgewood, Magnolia, Chase's, and Stemmer's Run.

Night Express at 11:30 P. M. (daily), for Baltimore and Washington, Stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newark, Elkton, North-East, Perryville, Havre-de-Grace, Perryman's, and Magnolia.

and Magnelia.

Passengers for Fortress Monroe and Norfolk will take the 12 00 M. train. WILMINGTON TRAINS. Stopping at all stations between Philadelphia and Leave Philadelphia at 11.00 A. M., 2.30, 5.00, and 7.00 P. M. The 5.00 P. M. Train connects with Delaware Railroad for Harrington and intermediate

stations.

Leave Wilmington 6:30 and 8:16 A. M., 1:30, 4:15, and 7:00 P. M. The 8:10 A. M. Train will not stop between Chester and Philadelphia. The 7 P. M. Train from Wilmington runs daily; all other Accommodation Trains Sundays excepted.

From Baltimore to Philadelphia—Leave Baltimore 7:25 A. M., Way Mail; 9:35 A. M., Express; 2:35 P. M., Express; 7:25 P. M., Express.

SUNDAY TRAIN FROM BALTIMORE.

Leaves Baltimore at 7.25 P. M., stopping at Mag-nolla, Perryman's, Aberdeen, Havre-de-Grace, Per-ryville, Charlestown, North-East, Elkton, Newark, Stanton, Newport, Wilmington, Claymont, Linwood, and Chester.

PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD TRAINS.

Stopping at all stations on Chester Creek and Philadelphia and Baltimore Central Railroad.

Leave Philadelphia for Port Deposit (Sundays excepted) at 7 00 A. M. and 435 P. M. The 700 A.M. train will stop at all stations be-ween Philadelphia and Lamokin. A Freight Train, with Passenger Car attached, A Fregnt Train, weat Tassenger Car actached, will leave Philadelphia daily (except Sundays) at 130 P. M., running to Oxford.
Leave Port Deposit for Philadelphia (Sundays excepted) at 540 A. M., 925 A. M., and 230 P. M. Trains leaving Wilmington at 630 A. M. and 415 P. M. will connect at Lamokin Junction with 700 A. M. and 430 P. M. Trains for Baltimore Central R. R. Threach, televist to all points West South and Through tickets to all points West, South, and Southwest may be procured at Ticket Office, No. 828 Chesnut street, under Continental Hotel, where also

State Rooms and Eerths in Sleeping Cars can be secured during the day. Persons purchasing tickets at this office can have baggage checked at their resi dence by the Union Transfer Company. H. F. KENNEY, Superintendent. 1869. FOR NEW YORK.—THE CAMDEN ton Railroad Companies' lines from Philadelphia to New York and Way Places.

New York and Way Places.

PROM WALKUT STREET WHARF.

At 6:30 A. M., via Camden and Amboy Accom. \$2:25

At 8 A. M., via Camden and Amboy Express. 3:00

At 2 P. M., via Camden and Amboy Express. 3:00

At 6 P. M., for Amboy and intermediate stations.

At 6:20 and 8 A. M. and 2 P. M., for Freehold.

At 8 A. M. and 2 P. M., for Long Branch and points on R. and D. B. R. R.

At 8 and 10 A. M., 12 M., 2, 3:30, and 4:30 P. M., for Trenton.

At 6:30, S, and 10 A. M., 12 M., 2, 3:30, 4:30, 6, 7, and 11:30 P. M. for Bordentown, Florence, Bur.ington, P. M. for Edgewater, Riverside, Riverton, Palmyra, and Fish House, and 2 P. M. for Riverton.

The 11 30 P. M. line leaves Market Street Ferry,

(upper side).

FROM KENSINGTON DEPOT.

At 11 A. M., via Kensington and Jersey City, New York Express Line. Fare, \$3.

At 7:30 and 11 A. M., 2:30, 3:30, and 5 P. M. for Trenton and Bristel, and 10:15 A. M. and 6 P. M. for Bristol. At 7:30 and 11 A. M., 2:30 and 5 P. M. for Morrisville and Tullytown.

At 5:30 and 10:15 A. M., and 2:30, 5, and 6 P. M. for Schenck's and Eddington.

At 7:30 and 10:15 A. M., 2:30, 4, 5, and 6 P. M., for Cornwell's, Torresdale, Holmesburg, Tacony, Wissinoming, Bridesburg, and Frankford, and at 8:30 P. M., for Holmesburg and intermediate stations. FROM WEST PHILADELPHIA DEPOT.

At 9:30 A. M., 1:20, 4, 6:45, 8, and 12 P. M. New York Express Lines, via Jersey City. Fare, \$3:25. At 11:30 P. M., Emigrant Line. Fare, \$2. At 9:30 A. M., 1:20, 4, 6:45, 8, and 12 P. M., for Trenton.
At 9 30 A. M., 4, 6:45, and 12 P. M., for Bristol.

At 12 P. M. (Night), for Morrisville, Tuilytown, Schenck's, Eddington, Cornwell's, Torresdale, Holmesburg, Tacony, Wissinoming, Bridesburg, and The 9 30 A. M., 8 and 12 P. M. Lines will run daily. All others, Sundays excepted. All others, Sundays excepted.

For Lines leaving Kensington Depot, take the cars on Third or Fifth street, at Chesnut, 30 minutes before departure. The cars of Market Street Railway run direct to West Philadelphia Depot, Chesnut and Wainut within one square. On Sundays the Market Street cars will run to connect with the 9-30 A. M., 8 and 12 P. M. lines.

A. M., 8 and 12 P. M. lines.
BELVIDERE DELAWARE RAILROAD LINES. FROM KENSINGTON DEPOT.

At 7:30 A. M. for Niagara Falls, Burdialo, Dunkirk, Eimira. Ithaca, Owego, Rochester, Binghamton, Oswego, Syracuse, Great Bend, Montrose, Wilkesbarre,

Schooley's Mountain, etc.
At 730 A. M. and 330 P. M. for Scranton, Stroudsburg, Water Gap, Belvidere, Easton, Lambertville, Flemington, etc. The 330 P. M. Line connects direct with the train leaving Easton for Mauch Chunk, Allentown, Bethlehem, etc.
At 11 A. M. and 5 P. M., for Lambertville and intermediate stations.

CAMDEN AND BURLINGTON COUNTY AND PEMBERTON AND HIGHTSTOWN RAIL-

ROADS.
FROM MARKET STREET FERRY (UPPER SIDE).
At 7 and 10 A. M., 1, 2·15, 3·30, 5, and 6·30 P. M., for Merchantville, Moorestowz, Hartford, Masonville, Hainesport, Mourt Holly, Smithville, Ewansville, Vincentown, Birmingham, and Pemberton.
At 10 A. M., for Lewistown, Wrightstown, Cookstown, New Egypt, and Hornerstown.
At 7 A. M., 1 and 3·30 P. M., for Lewistown, Wrightstown, Cookstown, New Egypt, Hornerstown, Cream Ridge, Imlaystown, Sharon, and Hightstown.
WILLIAM H. GATZMER, Agent.

ROADS.

WEST CHESTER AND PHILADELPHIA V RAILROAD. Leave Philadelphia from New Depot, THIRTY-Leave Philadelphia from New Depot, THIRTY-FIRST and CHESNUT Streets, 745 A. M., 1100 A. M., 230 P. M., 445 P. M., 440 P. M., 615 and 1120 P. M. Leave West Chester from Depot, on East Market street, at 625 A. M., 800 A. M., 745 A. M., 1045 A. M., 155 P. M., 450 P. M., and 655 P. M.

Train leaving West Chester at 800 A. M. will stop at B. C. Junction, Lenni, Glen Riddle, and Media; leaving Philadelphia at 440 P. M. will stop at Media, Gien Riddle, Lenni, and B. C. Junction. Passengers to or from stations between West Chester sengers to or from stations between West Chester and B. C. Junction going East will take train leaving West Chester at 745 A. M., and change cars at B. C. Junction, and going West, passengers for sta-tions above B. C. Junction will take train leaving Philadelphia at 440 P. M., and will change cars at

B. C. Junction.

The Depot in Philadelphia is reached directly by the Chesnut and Walnut streets cars. Those of the Market street line run within one square. The cars of both lines connect with each train upon its ON SUNDAYS. Leave Philadelphia for West Chester at 8:30 A. M.

Leave Paintacton and 2 00 P. M.

Leave West Chester for Philadelphia at 7.55 A. M.

and 4.00 P. M.

WILLIAM C. WHEELER,

General Superintendent.

PHILADELPHIA AND ERIE RAILROAD,—
WINTER TIME TABLE.
On and after MONDAY, Sept. 6, 1809, the Trains on the Philadelphia and Eric Railroad will run as follows from Pennsylvania Railroad Depot, West Philadelphia.— Westward.
Philadelphia:— Westward.
MAIL TRAIN leaves Philadelphia. 9-20 P. M.
Williamsport 7:30 A. M.
arrives at Eric. 8-15 P. M.
ERIE EXPRESS leaves Philadelphia. 11 50 A. M.
Williamsport 9:00 P. M.
arrives at Eric. 10-00 A. M.
ELMIRA MAIL leaves Philadelphia 8:00 A. M.
Williamsport 6:10 P. M.
arrives at Lock Haven. 7:30 P. M. MAIL TRAIN leaves Erie. 8-15 A. M.
Williamsport. 9-15 P. M.

"arrives at Philadelphia. 6-19 A. M.
ERIE EXPRESS leaves Erie. 3-29 P. M.
"Williamsport. 4-25 A. M.
ELMIRA MAIL leaves Lock Haven. 6-50 A. M.
"Williamsport. 8-45 A. M.
"Williamsport. 8-45 A. M.
"Williamsport. 8-45 A. M.
"Arrives at Philadelphia. 7-12 P. M.
BUFFALO EXP. leaves Williamsport. 12-20 A. M.
"Harrisburg. 5-19 A. M.
"Harrisburg. 5-19 A. M.
Express East connects at Corry, Mail East at Crity and Irvineton, Express West at Irvineton, with trains of Oil Creek and Allegheny River Railroad.
ALFRED L. TYLER, General Superintendent. RAILROAD LINES.

READING RAILROAD. -GREAT TRUNK LINE from Philadelphia to the interior of Pennsylvania, the Schuyikili, Susquehanna, Cumberland, and Wyoming valleys, the North, Northwest, and the

Canadas.

Leaving the Company's depot at Thirteenth and Callownill streets, Philadelphia, at the following hours:— MORNING ACCOMMODATION.

At 7-20 A. M. for Reading and all intermediate stations, and Allentown. Returning, leaves Reading at 6-30 P. M.; arrives in Philadelphia at 9-15 P.M.

MORNING EXPRESS.

At 8-15 A. M. for Reading, Lebanon, Harrisburg, Pottsville, Pinegrove, Tamaqua, Sunbary, Williamsport, Elmira, Rochester, Niagara Falis, Buffalo, Wilkesbarre, Pittston, York, Carinie, Caambersburg, Hagerstown, etc.

port, Elmira, Rochester, Niagara Falis, Bulialo, Wilkesbarre, Pittston, York, Carlisle, Caambersburg, Hagerstown, etc.

The 7-30 A. M. train connects at READING with East Pennsylvania Radiroad trains for Allentown, etc., and the 8-15 A. M. train connects with the Lebanon Valley train for Harrisburg, etc.; and PORT CLINTON with Catawissa Radiroad trains for Williamsport, Lock Haven, Eimira, etc.; at HARRISBURG with Northern Central, Cumberland Valley, and Schuylkill and Susquehanna trains for Northumberland, Williamsport, York, Chambersburg, Pinegrove, etc.

AFTERNOON EXPRESS.

Leaves Philadelphia at 8-30 P. M. for Reading, Pottsville, Harrisburg, etc., connecting with Reading and Columbia Radiroad trains for Columbia, etc. POTTSTOWN ACCOMMODATION.

Leaves Pottstown at 6-25 A. M., stoppling at intermediate stations; arrives in Fulladelphia at 8-30 P. M.; arrives in Pottstown at 6-40 P. M.

READING AND POTTSVILLE ACCOMMODATION.

Leaves Pottstown at 6-40 P. M.

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Leaves Pottstown at 6-40 P. M.

READING AND POTTSVILLE ACCOMMODATION.

Leaves Pottstown at 6-40 P. M. and Reading at 7-30 A. M., stopping at all way stations; arrives in Philadelphia at 5-15 P. M., arrives in Reading at 8-20 P. M., and at Pottsville at 9-40 P. M. and at Pottsville at 9-40 P. M.

Returning, leaves Philadelphia at 5:15 P. M.; arrives in Reading at 8 P. M., and at Pottsville at 9:40 P. M.
Trains for Philadelphia leave Harrisburg at 8:10 A.
M., and Pottsville at 8 A. M., arriving in Philadelphia
at 1 P. M. Afternoon trains leave Harrisburg at 2
P. M., and Pottsville at 2:45 P. M., arriving at Philadelphia at 6:45 P. M.

Iphie at 645 P. M. Harrisburg Accommodation leaves Reading at 15 A. M. and Harrisburg at 4 10 P. M. Connecting at Reading with Afternoon Accommodation son at 6:30 P. M., arriving in Philadelphia at 9:15 P. M. Market train, with a passenger car attached, leaves Philadelphia at 12.45, noon, for Potaville and all way stations; leaves Potaville at 5.40 A. M., connecting at Reading with accommodation train for Pailadelphia and all way stations.

All the above trains run daily, Sundays excepted, Sunday trains leave Pottsvine at S.A. M., and Philadelphia at 8:15 P. M. Leave Philadelphia for Reading at 8 A. M.; returning from Reading at 4:25

CHESTER VALLEY RAILROAD. CHESTER VALLEY RAHLROAD.

Passengers for Downingtown and intermediate points take the 7-30 A. M., 12-45, and 4-30 P. M. trains from Flilladelphia. Returning from Downingtown at 6-10 A. M., 1 and 5-45 P. M.

PERKIOMEN RAILROAD.

Passengers for Schwenksville take 7-30 A. M. 12-45, and 4-30 P.M. trains from Philadelphia, returning from Schwenksville at 5-55 and 8-12 A.M. and 12-55 M. Stage lines for the various points in Perkiomen Valley connect with trains at Collegeville and Schwenksville.

nect with trains at Collegeville and Schwenksville. COLEBROOK DALE RAILROAD. Passengers for Boyertown and latermediate points take the 7-30 A. M. and 4-30 P. M. trains from Philadel-

phia, returning from Boyertown at 7-25 and 11-50 NEW YORK EXPRESS FOR PITTSBURG AND

Leaves New York at 9 A, M, and 5 and 8 P. M., passing Reading at 12:35 A. M, and 1:45 and 10:02 P. M., and connecting at Harrisburg with Pennsylva-nia and Northern Central Railroad Express trains for Pittsburg, Chicago, Williamsport, Elmira, Baltimore, etc. Returning Express train leaves Harrisburg on ar-

rival of Pennsylvania Express from Pittsburg at 2:10 and 5:20 A. M. and 4:45 P. M., passing Reading at 4:10 and 7:05 A. M. and 6:16 P. M., arriving at New York at 10:00 and 11:45 A. M., and 10:20 P. M. Sleeping cars accompany these trains through between Jersey City and Pittsburg without change.

change.

A Mail train for New Yorl leaves Harrisburg at 8:10 A. M. and 2:60 P. M. Mail train for Harrisburg leaves New York at 12 M.

SCHUYLKILL VALLEY RAILROAD.

SCHUYLKILL VALLEY RAILROAD.

Trains leave Pottsville at 6.30 and 11.30 A. M., and 6.50 P. M., returning from Tamaqua at 8.35 A. M., and 2.15 and 4.50 P. M.

SCHUYLKILL AND SUSQUETANNA RAILROAD.

Trains leave Auburn at 5.55 A. M. and 3.20 P. M. for Pinegrove and Harrisburg, and at 12.10 noon for Pinegrove and Tremont, returning from Warrisburg at 7.35 and 11.50 A. M., and from Tremont at 6.45 A. M. and 5.05 P. M.

TICKETS. Tickets.

Through first class tickets and emigrant tickets to all the principal points in the North and West and

Excursion Tickets from Philadelphia to Reading and intermediate stations, good for one day only, and sold by Morning Accommodation Market Train, Reading and Pottstown Accommodation Trains, at reduced rates. Excursion Tickets to Philadelphia, good for one day only, are sold at Reading and intermediate sta-tions by Reading and Pottstown Accommodation

Frains, at reduced rates, Trains, at reduced rates.

The following tickets are obtainable only at the office of S. Bradford, Treasurer, No. 227 S. Fourth street, Philadelphia, or of G. A. Nicolls, General Superintendent, Reading.

COMMUTATION TICKETS.—At 25 per cent. dis-

count, between any points desired, for families and firms.
MILEAGE TICKETS.—Good for 2000 miles, between all points, at \$52.50 each, for families and

SEASON TICKETS.—For three, six, nine, or twelve months, for holders only, to all points, at reduced rates.

CLERGYMEN residing on the line of the road
will be furnished with cards entitling themselves
and wives to tickets at haif fare.

EXCURSION TICKETS from Philadelphia to

principal stations, good for Saturday, Sunday, and Monday, at reduced fares, to be had only at the Ticket Office, at Thirteenth and Callowhill streets. FREIGHT—Goods of air descriptions forwarded to all the above points from the Company's new freight depot, Broad and Willow streets. MAILS close at the Philadelphia Post Office for all places on the road and its branches at 5 A. M., and for the principal stations only at 2:15 P. M. FREIGHT TRAINS leave Philadelphia daily at 4:55 A. M., 12:45 noon, 5 and 7:15 P. M., for Reading,

4 55 A. M., 12 45 noon, 5 and 7 15 P. M., for Reading, Lebanop, Harrisburg, Pottsville, Port Clinton, and points beyond.

BAGGAGE.—Dungan's Express will collect bag-

gage for all trains leaving Phi adelphia Depot. Orders can be left at No. 225 South FOURTH Street, or at the Depot, THIRTEENT 11 and CALLOWHILL

DENNSYLVANIA CENTRAL RAILROAD, The trains of the Pennsylvania Central Railroad leave the Depot, at THIRTY-FIRST and MARKET Streets, which is reached directly by the Market street cars, the last car connecting with each train leaving Front and Market streets thirty minutes before its departure. The Chesaut and Wainut streets cars run within one square of the Depot.

Steeping-car tickets can be had on application at the Ticket Office, N. W. corner Ninth and Chesnut streets, and at the Pepot.

Agents of the Union Transfer Company will call for and deliver baggage at the depot. Orders left at

or and deliver baggage at the depot. Orders left at to, 901 Chesnut street, or No. 116 Market street, will TRAINS LEAVE EPOT, VIZ. :-

receive attenti

Express daily, except Saturday. All other trains daily, except Sunday.

The Western Accommodation Train runs daily, except Sunday. For this train tickets must be procured and baggage delivered by 5 P. M., at No. 116 Market street.

TRAINS ARRIVE AT DEPOT, VIZ.:

Cincinnati Express. 245 A. M.
Philiadelphia Express. 6-20 A. M.
Evic Mail 6-20 A. M.
Paoli Accommodation, 8-20 A. M., 4-05 and 6-35 P. M.
Fast Line 9-35 A. M. Paoli Accommodation, 8-20 A. M., 4-05 and 6-35 P. M.
Fast Line. 9-35 A. M.
Fast Line. 9-35 A. M.
Farkesburg Train 9-10 A. M.
Lancaster Train 12-30 P. M.
Erie Express 6-10 P. M.
Day Express 1-30 P. M.
Pacific Express 8-25 P. M.
Harrisburg Accommodation 9-40 P. M.
For further information, aprily to
JOHN F. VANLEER, JR., Ticket Agent,
No. 1801 CHESNUT Street,
FRANCIS FUNK, Ticket Agent,
No. 1801 CHESNUT Street,
FRANCIS FUNK, Ticket Agent,
No. 116 MARKET Street,
EAMUEL H. WALLACE,
Ticket Agent at the Depot.
The Pennsylvania Raifrond Company will not assume any risk for Engagge, except for Wearing Apparel, and limit their responsibility to One Hundred boliars in value. All Baggage exceeding that amount in value will be at the risk of the owner, unless taken by special contract.

by special contract. EDWARD H. WILLIAMS. General Superintendent, Altoons, Pa. AUOTION BALES

M. THOMAS & SONS, NOS. 139 AND 141 EXTENSIVE PEREMPTORY SALE.

EXTENSIVE PEREMPTORY SALE.

ELEGANT OABINET FURNITURE.

MANUFACTURED BY GEORGE J. HENKRIS

EXPRESSLY FOR HIS WARKROOM SALES.

Elegant Resewood and Walnut Parler and Library Suita,

Walnut and Ebony Chamber Furniture. Oentre and Ecoquet Tables, Sideboards. Etagores, Fancy Chairs, etc.

On Friday Morning.

Oct. 29, at 10 e'clock, at the Auction Rooms, Nos. 189

and lail S. Fourth street, by catalogue, a splendid assortment of first-class cabinet furniture, manufactured by

George J. Henkels expressly fer his wareroom sales.

This sale will comprise the largest amount of first-class

furniture ever effered in public sale, and will be held in

our large sales from, saccin Mory. Purchasers are assured

that every article will be soid without reserve or limitation.

Sale No. 458 Marshall street.

HANDSCME FURNITURE, FINE BRUSSELS AND OTHER CARPETS, EYC.

October 29, at 10 o'cock, at No. 458 Marshall street, below Buttenwood, by catalogue, the superior furniture, comprising bandsome walnut parior suit, covered with street plush; two handsome walnut chamber suits, superior walnut secretary and bookense, walnut lounge, bouquet tables, walnut extension table, cottage chamber furniture, cuins and glassware, fine Brussels, ingrain, and damask Venetian carpets, kitchen utensits, etc. 19 37 24

BUNTING, DURBOROW & CO., AUCTION-Bank street. Successors to John B. Myora & Co.

IMPORTANT SALE OF CARPETINGS, OIL CLOTHS, ETC. ETC. On Friday Morning.
Oct. 29, at 11 o'clock, on four months' credit, about 200 pieces ingrain, Venetian, list, hemp, cottage, and rag carpetings, oil cloths, rugs, etc. 10 22 5t

LARGE SALE OF FRENCH AND OTHER EUROPEAN
DRY GOODS.
On Monday Morning,
November 1, at 10 o'clock, on four months' credit. 10 26 54 SALE OF 2000 CASES EGOTS, SHOES, HATS, CAPS, ETC., ETC., On Tuesday Morning, Nov. 2, at 10 o'clock, on four montus' credit. 10 27 56

THOMAS BIRCH & SON, AUCTIONEERS AND COMMISSION MERCHANTS, No. 1110 CHESNUT Street, rear entrance No. 1107 Sansom street.

LARGE SALE OF FURNITURE.

CARD.—Our saic at the Auction Stree, No. 1110 Chesult attest, will comprise a large assortment of superior goods for housekeepers, consisting of elegant antique carved parior suits in plush, reps, and hair cloth, Brussels, lapestry, and ingrain carpets; a number of elegant walnut chember suits, large French plate pier mirrors, rosewood plane fortes, wardrobes, extension dining tables, sacrotaries and bookeness, auits of cottage chamber lumiture, hair and spring mattresses, reclining and Apanish chairs, fine china toilet sets, sowing mactines, gas chandelters, marthe top tables, fine silver plated ware, tvory handle table cutlery, walnut and oak dining-room chairs, mantid clocks, elegant window curvains, etc.

PAPER HANGINGS.—Also, an invoice of about 2009 pieces of paper hangings.

Sale at the Auction Store, No. 1110 Chesnut street.
SUPERIOR HOUSEHOLD FURNITURE, LARGE
MIRRORS, PIANO FORTES, CARPETS, GURTAINS, PLATED WARE, PAPER HANGING,
OHINA, ETC. ETC.
On Friday Morning,
At 9 o'clock, at the auction store. No. 1110 Chesnut
street, will be sold, a large assortment of Superior Parlor,
Chember, Dining-room, and Library Furniture.

SALE OF ELEGANT WINDOW CURTAINS, LAGIE CURTAINS, CORNICES, WINDOW SHADES, ETO. On Friday Morning,
At 11 o'clock, at the auction store, will be sold, a Stock of Elegant Goods, from a first-class Chesant street store, comprising, Satin de Isine, terry and brocatelle Lambrequine, Swiss, musilin, and Nottingham lace curtains; cornices; plain and gold boxder window shades, etc. [10 27 26]

C. D. McCLEES & CO., AUCTIONEERS. LIPPINCOTT, SON & CO., AUCTIONEERP

MARTIN BROTHERS, AUCTIONEERS,— (Lately Salesmen for M. Thomas & Sons.) No. 529 CHESNUT Street, rear entrance from Minor. BSCOTTS ART GALLERY, No. 1026 ORESNUT

RAILROAD LINES.

PHILADELPHIA, GERMANTOWN, AND NOR-RISTOWN RAILROAD. TIME TABLE. FOR GERMANTOWN. Leave Philadelphia at 6, 7, 8, 9 ° 05, 10, 11, 12 A. M., 1, 2, 3 ½, 3 ½, 4, 4 ° 85, 5 ° 05, 5 ½, 6, 6 ½, 7, 8, 9, 10, 11, 12 P. M.

P. M.
Leave Germantown at 6, 7, 7%, 8, 8-20, 9, 10, 11, 12
A. M., 1, 2, 3, 4, 4%, 5, 5%, 6, 6%, 7, 8, 9, 10, 11 P. M.
The 8-20 down train and 3% and 5% up trains will not stop on the Germantown Branch.
ON SUNDAYS.
Leave Philadelphia at 9-15 A. M., 2, 4-05, 7, and 10% ave Germantown at 8.15 A. M., 1, 3, 6, and 93

CHESNUT HILL RAILROAD.

CHESNUT HILL RAILROAD.

Leave Philadelphia at 6, 8, 10, 12 A. M., 2, 3%, 5%, 7, 9, and 11 P. M.

Leave Chesnut Hill at 770, 8, 940, 1140 A. M., 140, 340, 540, 640, 840, and 1040 P. M.

ON SUNDAYS.

Leave Philadelphia at 915 A. M., 2 and 7 P. M.

Leave Chesnut Hill at 750 A. M., 1240, 540, and 925 P. M.

FOR CONSHOHOCKEN AND NORRISTOWN.

Leave Philade phia at 6, 7%, 9, and 1105 A. M., 1%, 8, 4%, 5, 5%, 6%, 805, 1005, and 11% P. M.

Leave Norristown at 540, 6%, 7, 7%, 9, and 11 A.

M., 136, 3, 4%, 6%, 8, and 9% P. M.

The 7% A. M. train from Norristown will not stop at Mogee's, Potts' Landing, Domino, or Schur's

Mogee's, Potts' Landing, Domino, or Schur's The 5 P. M. train from Philadelphia will stop only at School lane, Manayunk, and Conshohocken.
ON SUNDAYS.
Leave Philadelphia at 9 A. M., 2%, 4, and 7% Leave Norristown at 7 A. M., 1, 5%, and 9 P. M.

FOR MANAYUNK.
Leave Philadelphia at 6, 7%, 9, and 11.05 A. M., 1%, 3, 4%, 5, 5%, 6%, 8:05, 10:05, and 11% P. M.
Leave Manayank at 6:10, 7, 7%, 8:10, 9%, and 11%
A. M., 2, 3%, 5, 6%, 8:30, and 10 P. M.
The 5 P. M. train from Philadelphia will stop only
at School lare and Manayunk at School lane and Manayunk.

t School lane and Marayunk.
ON SUNDAYS.
Leave Philadelphia at 9 A. M., 2½, 4, and 7½ P. M.
Leave Manayunk at 7½ A. M., 1½, 6, and 9½ P. M.
W. S. WILSON, General Superintendent,
Depot, NINTH and GREEN Streets.

NORTH PENNSYLVANIA RAILROAD. — FOR Bethlehem, Doylestown, Mauch Chunk, Easton, Williamsport, Wilkesbarre, Mahanoy City, Mount Carniel, Pittston, Tunkhannock, and Scranton.

Passenger Trains leave the Depot, corner of BEICKS and AMERICAN Streets, daily (Sundays excepted by a follows:

per Res and American Streets, daily (status) ex-cepted) as follows:—
At 745 A. M. (Express) for Bethlehem, Allentown, Mauch Chunk, Hazleton, Williamsport, Wilkesbarre, Mahanoy City, Pittston, and Tunkhannock. At 245 A. M. (Express) for Bethlehem, Easton, Allentown, Mauch Chunk, Wilkesbarre, Pittston, Scranton, and New Jersey Central and Morris and Essex Raffreads.
At 145 P. M. (Express) for Bethlehem, Easter,
Manch Chunk, Wilkesbarre, Pittston, Scranton, and

Harleton.
At 500 P. M. for Bethlehem, Easton, Allentown, and Mauch Chunk.
For Doylestown at S45 A. M., 245 and 445 P. M. For Port Washington at 645 and 1945 A. M., and 1150 P. M.
For Abington at 145, 345, 520, and 8 P. M.
For Lansdale at 620 P. M.
Fifth and Sixth Streets, Second and Third Streets, and Union City Passenger Railways run to the new depot.

TRAINS ARRIVE IN PHILADELPHIA.
From Bethlehem at 9 cn A. M., 210, 445, and 8-25

From Doylestown at 8-25 A. M., 4-55 and 7-05 P. M. From Lansdale at 7-30 A. M. From Fort Washington at 9-20, 10-35 A. M., and 1-10 P. M.

3-10 P. M.
From Abington at 2-25, 4-25, 6-45, and 9-35 P. M.
ON SUNDAYS.
Philadelphia for Bethlehem at 9-30 A. M.
Philadelphia for Doylestown at 2 P. M.
For Abington at 7 P. M.
Doylestown for Philadelphia at 6-30 A. M.
Bethlehem for Philadelphia at 4 P. M.
Abington for Philadelphia at 8 P. M.
Tickets sold and Baggage checked through at Mann's North Pennsylvania Baggage Express
Office, No. 105 S. FIFTH Street.
ELLIS CLARK, Agent.

W EST JERSEY RAILROADS.
COMMENCING TUESDAY, SEPTEMBER 21, 1869.
Leave Philadelphia, foot of Market street (Upper Ferry), at 8:15 A. M., Mail, for Bridgeton, Salem, Millville, Vineland, Swedesboro, and all intermediate stations. 3-15 P. M., Mail, for Cape May, Millville, Vineland, and way stations below Glassboro.

Sao P. M., Passenger, for Bridgeton, Salem, Swedesboro, and all intermediate stations.

520 P. M., Woodbury and Glassboro accommoda-

tion. Proight train for all stations leaves Cauden daily, at 12 o'clock, noon. Freight received in Philadelphia at second covered wharf below Walnut street, Freight delivery at No. 228 South DELAWARE Commutation tickets at reduced rates between

Philadelphia and all stations.

WM. J. SEWELL, Superintendent.

September 16, 1869.